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**fishing news**  
September 2, 1977 No. 3443 Est. 1913 15p  
**MIRRELES BLACKSTONE DIESELS**

# More arrests and a test case

## RISH TO STEP-UP LIMIT FINES

**FINES FOR ILLEGAL fishing in Irish waters are under review and considerable increases are expected. Ireland's Fisheries Minister, Brian Lenihan, said this last week when two more Spanish skippers were being held for illegal fishing. Both were fined the maximum of £100 and they had their catches and gear confiscated by the courts. Four Spanish trawlers have now been arrested on limit offences within a week.**

A test case challenging court powers to rule in fishery limit actions is to be heard in Dublin's high court in October. The president of the court will preside and one of the grounds for the case will be whether district courts are entitled to hear and adjudicate on fishery prosecutions. Irish district courts, which are the lower courts in the country's judicial system, are limited to summary cases. Also by value in relation to the cases before it—in both property involved and penalties. The case is being put forward by Cork solicitor, Rory Conway, who has defended the major fishery prosecutions in Cork during the past year—including the Rusean factory trawler *Belomorje* and the ten Dutch skippers' protest 'fish-in'. Last Friday he defended the latest two Spanish skippers arrested for fishing in Irish waters inside the 200-mile EEC limit. *Ilumbe*, skippered by Francisco Duran Novas of La Corunna, was arrested on the Tuesday off Mizen Head 60.4 miles from the Irish baseline. She had been spotted by the fishery protection vessel *Ferdia*, a converted stern trawler, which had the previous week arrested two other Spanish boats off Galway. Lt. Commander Eoin McNamara of *Ferdia*, which was completing her two-week tour of duty and returning to base in Cork harbour, told Cork District Court that *Ilumbe* was fishing when spotted and arrested. The vessel was escorted into Cork. Shortly after this arrest, a second Spanish boat was spotted by the fishery vessel *Grainne*—a former British minesweeper—28.2 miles from the Irish baseline, west south west of the Blackot Islands off the Kerry coastline. The trawler *Jose Antonio Emmanuel* out of Vigo, skippered by Manuel Jose Gomez Rodriguez, was fishing at the time according to Lt. Commander Darragh Brunardi of *Grainne*. Arrested and taken into Castletownbere fishing port, the skipper was charged at Bandon Court also on Friday. In both cases Mr. Conway defended and said that, while he could not plead guilty, he was admitting all the facts on behalf of the skippers. Both had been very co-operative with the Irish navy. A constitutional action was pending before the High Court, which would challenge the constitutionality of the relevant sections of the Irish Fisheries Act. He said that there was a certain amount of genuine confusion on the part of Spanish trawlers about the Irish limits. The Spanish are traditional visitors to Irish waters and previously had been entitled to fish to within six miles of the Irish coast. There was confusion and the Spanish had opened negotiations with the EEC to agree that they should be able to fish to 12 miles.

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# MACKEREL GOES ON QUOTA

**IN A BID to regulate landings and prevent an over-supply of mackerel Scottish fishermen introduced a quota of 50 units per crewman at the west coast this week (Tuesday night).**  
On Tuesday they landed 2,000 tons of mackerel and one purser at Ullapool turned out 1,200 units. Only 330 tons of the mackerel was sold for human consumption.  
Fish meal plants were full and fishermen were told they would be unable to handle more supplies before today (Friday).  
This week there was concern at Aberdeen and Fraserburgh over the possibility of redundancy among hundreds of workers at major herring processing plants.  
D. A. Macrae Ltd of Fraserburgh, where 600 people are employed, has applied for temporary employment subsidy from the government. In spite of every effort to increase sales and cut costs, the current trading situation is producing far heavier losses than could be sustained.  
Macrae's commercial director, Eric Robson, said that the firm had incurred losses in excess of £500,000. If the government subsidy could be secured within 90 days jobs could be saved.  
Harry Sealey, director of Seafoods Division of Christian Salvesen, which operates the large Aberdeen plant Claben Ltd, which employs 289 women and 178 men, said the problem was over capacity in the industry.  
"We are suffering the same way as Macrae with a shortage of supplies—but we have no immediate plans to do anything and we are not paying people off," said Mr. Sealey.  
One processor at Aberdeen, Leslie Rowton, said the consumer reaction to unprecedented high prices of herring had all but put the death knell on the trade, which could not compete with the high prices being paid by the Dutch for supplies.  
Dr. W. J. Lyon Dean, chairman of the Herring Industry Board, maintained there might be government support until North Sea stocks had sufficiently recovered to allow catching to start again.  
He was confident the government would maintain the North Sea herring catch ban using unilateral measures if necessary, and by May 1979 there would be sufficient North Sea stocks to allow a total fishery of about 100,000 tons.

# 'Sell-out'

**From page one**  
Fisheries and Food not representatives of Producers' Organisations.  
While Ministry spokesmen declined to comment on the progress of the talks, it is understood that they centred around a proposal put by MAFF for a 250,000-ton TAC on mackerel. Of this total, 106,000 tons would be reserved for non-UK vessels.  
The problem is that the Scots have already chewed well into mackerel, off the west coast which could be only about 90,000 tons for the UK fleet off Cornwall.  
To cut down the mackerel fish going to the port, the Ministry wants to impose a balance sheets proposal in advance to prove there is no market. This is already a major problem with the Herring Buyers' Association saying they need 88,000 tons, nearly all the TAC. Last week the Herring Buyers' Association said they were not having to turn to the west coast which could be only about 90,000 tons for the UK fleet off Cornwall.  
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**ROPES TWINES NETTING GILL NETS TRAWLERS CHANDLERY**



# STORM SWEEPS BOAT ON TO SANDS

THE FOUR-MAN crew of the Grimsby inshore vessel *Shearbill* was rescued in heavy seas by the Humber lifeboat early on Thursday last week after running ashore on Halls Sand, near the southern entrance to the Humber.

## 'Pair men out-fish seiners'

TWO PETERHEAD white fish pair trawling partnerships — *Morning Dawn/Unity* and *Constant Friend/Starlight* — have made some successful trips working traditional North Sea seine net grounds.

The vessels have been using a high-opening nylon white fish pair trawl developed by Apeldoorn, the famous Dutch net manufacturer.

A spokesman for Caley Fisheries Group Ltd., the UK agent for Apeldoorn, stated that the skippers were extremely pleased with their fishing results.

They were catching large quantities of haddock and whiting, and appeared to be out-fishing seiners working in the area.

A second point which has impressed all four skippers is the fact that this fishing is economical on gear.

## Four runs in Zodiac save crew

deeper water some distance away, but it parted as soon as it came under strain. As the tide ebbed away, leaving insufficient water for a further attempt, Skipper West was finally brought off. The Humber lifeboat later landed them at Grimsby. No one was injured.

Searchlights from coastguards ashore lit up the scene of the rescue to help the Zodiac crew.

Skipper West bought *Shearbill*, formerly an anchor seiner, at Grimsby earlier this year as a replacement for *Peggy III* which he sold to interests outside fishing last year.

*Shearbill* was built at Fraserburgh in 1956 and had



Right: *Shearbill* — still seaworthy after running ashore. Above: Her skipper, owner Ted West.

proved herself a most adaptable inshore boat since making the switch.

Skipper West and his crew returned by road to inspect the vessel at low water. They were able to walk out across the sands and survey the hull.

Although there was some damage, the vessel was considered quite seaworthy and the crew successfully refloated *Shearbill* on last Friday afternoon's spring high tide. About 35 kits of dogfish were unloaded to provide extra buoyancy.

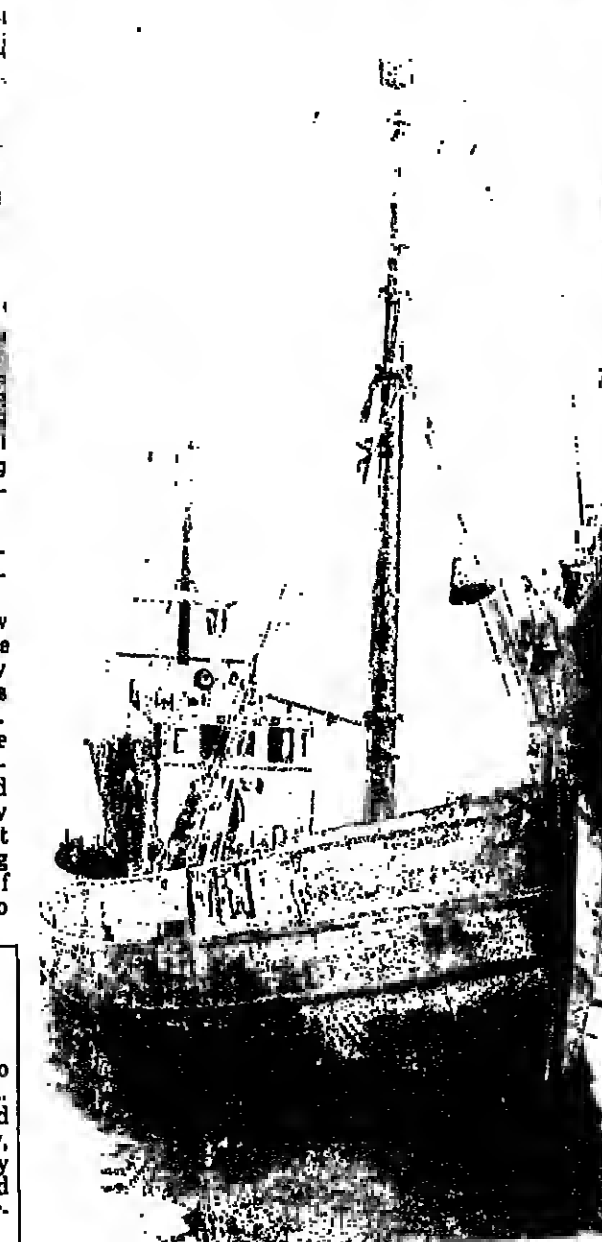
## Boat hits rocks

THE SCOTTISH vessel *Our Catherine* was in trouble last week when she ran aground on rocks north of Peterhead harbour.

Six crew members refused to move off the vessel until

divers looked at her hull to see if she could be refloated.

Peterhead Coastguard Rescue Company stood by, but the crew successfully refloated her at high tide and she was able to enter the harbour under her own power.



# MORNING DAWN/UNITY CONSTANT FRIEND/ STARLIGHT

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"They are catching large quantities of haddock and whiting and appear to be out-fishing the seine net boats working in their vicinity"

# No pay-out for barred drifter

NO COMPENSATION for loss of earnings will be paid to the owner of the Harris herring drifter *Constant Friend* because of an EEC herring fish ban put into force off the Scottish west coast.

## Shetland part-owner killed

CHRISTOPHER WARD, 29-year-old shareholder in his father's boat, *Unison*, was buried last week on Burra Isle, Shetland. It was one of the largest funerals ever seen on the isle.

Christopher, who was unmarried, was a road accident victim on Lerwick's Esplanade.

Following the incident a Lerwick schoolteacher, 28-year-old James Balfour, was charged on indictment with causing death by dangerous or reckless driving, failing to stop after an accident and failing to report it to the police.

## Escort home

REDCAR lifeboat was launched in the early hours last Saturday to aid the fishing vessel *Tees Seal* which was firing red flares three miles off the Saltburn coast. Hartlepool lifeboat and the Whitby keel boat *Golden Hope*, skippered by Ron Frampton, also joined in the search.

*Tees Seal* and her crew were found safe, in very rough seas, and she was escorted back to Hartlepool.

Mr. Brown also felt that it would really only be over the longer term that one could assess, with any accuracy, the effect of the recent ban on fishermen's earnings.

Mr. Stewart MP said: "Since Mr. Brown refused to exempt from the ban on fishing herring the two boats fishing by drift nets in the Western Isles (*Constant Friend* and *Seafarer*) it is an indefensible position for him to reject the claim."

"I will be pointing out to Mr. Brown that the British

This is made clear by Hugh Brown, Scottish under secretary of state with responsibilities for fishing, in a reply to the Rt. Hon. Donald J. Stewart, MP for the Western Isles, who took up the matter on behalf of John Mackinnon of Scadabay, Harris, the owner of *Constant Friend*.

Mr. Brown says that, while he appreciates Mr. Mackinnon's problem, this is the position for many in the fishing industry who have been affected by the reduction in fishing opportunities, due to the depleted state of stocks, and to the measures necessary if the stocks are to be enabled to recover. The restrictions were being felt not only in the UK but in other EEC countries as well.

He then added: "I am afraid, however, that it has not been UK policy to pay compensation to those affected by measures taken to conserve fish stocks. The reason for this is that the purpose of such measures is the longer term benefit of the industry itself."

Government granted compensation for loss of earnings to Hull trawlers banned in Icelandic waters.

"If the Government can do this for an action initiated by a foreign government, they have a greater obligation to do likewise when it arises from a situation of their own making. Such discrimination is totally unacceptable."

## Tax bonus?

FISHERMEN are likely to benefit from increased flat rate expense allowance for tax purposes.

This follows representations by the Rt. Hon. Donald J. Stewart, Scottish Nationalist MP for the Western Isles.

Despite inflation, these flat rate expenses — normally allowed to cover the costs of protective clothing and necessary tools and equipment — have not been increased over the past few years.

Mr. Stewart took up the matter with the Chancellor of the Exchequer, Denis Healey.

Mr. Stewart said: "Fishermen have been on a flat rate of £55 for the past seven years. These rates should quadruple in view of inflation."

# LIMIT FINES

From page one  
about fishing, among other matters. He told the court in Bandon that the Naval Academy in Spain had been issuing to Spanish fishermen what appeared to them to be a licence to fish within EEC waters.

In the case of *Ilumbe*, the skipper was fined the maximum under Irish laws of £100 and his gear and catch (hake, bream, monkfish and other assorted species) ordered to be confiscated.

Later the skipper lodged in court £4,820, the value of his gear and catch, and was allowed to sail pending a possible appeal.

In the case of *Jose Antonio Emmanuel*, the skipper was again fined the maximum £100 and ordered to pay £30

expense. His gear and catch were ordered to be confiscated and he later lodged the value of them, £5,603, in court. She was then allowed sail.

The skippers were complimented by Justice John Garavan on the way in which they had met the charges.

## TWO FINES

AN ABERDEEN skipper was fined a total of £100 when he admitted other trawling off Uysie Isle on May 8 this year and failing to display proper fishing signals.

He is George Smith of Scottish King. He was fined £75 for illegal fishing, and £25 on the signals' charge, at Lerwick Sheriff Court.



*Barnetts of Frying Pan Alley Ltd*

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What I really hoped to do was to go into the writing-room, sit down, and send each of you a letter saying, "Hope you are well as it leaves me at present. The weather is lovely and the people are friendly. Having a good time and wish you were here." But I'm not allowed to. For a start, that Certain Person will not sanction the piffling outlay of a few bob for notepaper, stamps and envelopes.

And this parsimoniousness (meanness, dear) from a man who's Chairman of a company with a yearly turnover of damn nearly one hundred million smackers ... it's hard to believe, isn't it? There's madness for you. A plague on His plugs, a murrain on His manifold and a curse on His Corniche!

Secondly, it would not really be true to say I'm well. On the contrary I think I'm dying. Starving. So far today, Boy Scouts' honour, all I've been allowed is my daily ration of three glasses of hot water, each with its own dear little ellipse of lemon floating excitingly on the top. And if I behave myself nicely, I'm granted another delicious glass before I have my sauna and massage and lay me down to kip and dream of you, around 9 p.m.

I ask myself — and you — can a young lad like me, slowly approaching manhood, really be expected to exist — survive — as a warm, normal loving human being, on a diet of lemony water and fearful callisthenics?

No chap, even of my amazing virility, could possibly function, fight, fandango or anything else, on this diet. I'm also expected to throw my weary, portly body about in a series of violent exercises, which includes strenuous attempts to touch my toes. When, praise Allah, I did manage to get my backside up, down and over, I saw things I hadn't seen since I used to wet my cot blanket back in the twenties. And my fully frontal tum-tum looked alarmingly convex, quite resembling the top of a Christmas pudding, including, even, the little bit of nolly.

Escape? Come home? What the devil do you mean, come home? I'm incarcerated here until the end of the week and my request for parole has been turned down.

It all started through that citizen, Angela wicked Potter — a troublemaker if ever I met one — who rudely woke me up one afternoon, handed me a cup of char and said, "You really are putting on weight. Why don't you spend your holiday at a nice health clinic? They have ways of making you fit. Do you a lot of good."

Although the idea sounded as welcome as a double hernia, I was honest with myself and wondered if just attending Harrod's January sale was really enough to keep me fighting fit and ready to, one day, get into the boardroom and take over from Him. (And believe me, friends, I will. I owe it to my mother, my granddaughters, John Silk and the nation). Perhaps, I thought, I should listen to A.W.P.'s advice and make a brave effort to undo what my rapacious appetite had done.

So here I am, poor innocent, striving hard to become Twiggyish, doing my porridge at Strubland Hall Health Clinic in the company of some rather charming persons, many of whom are repeated offenders and long-time lags. I was quite surprised to find the screws here so understandingly sympathetic. Even the prison doctor, who inspected my well-fleshed body on arrival, was apologetic when he murmured that, although he doubted if, at this late hour, he could do much to save or preserve me, he'd have a damn good try and wouldn't give up fighting the good fight while there was still an ounce of breath left in my body ... what dedication!

(I'll murder that fellow-dick when I get back to dear Queen Anne's Gate and lovely, lovely Associated Fish ... if I ever do!!!)

*Mr. Barnett of Frying Pan Alley*



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**Port has  
850 jobs  
at stake**

THERE IS an urgent need  
for a 50-mile exclusive  
British fishing limit to en-  
sure the future of  
Fleetwood, according to a  
new survey.

North-West Economic  
Planning Council and Wyre  
Borough Council make the  
following points in their joint  
report:

At present fishing and  
associated inshore activities  
provide one in every five jobs  
at Fleetwood, where an es-  
timated 13,190 people are  
employed. Nearly 1,000 are  
directly engaged in fishing.

Merchants, processors and  
fish transport provide  
another 780 jobs and 400 peo-  
ple work in shore-based sup-  
ply industries ranging from  
marine and electrical  
engineering to ship victual-  
ling.

On the basis of the survey it  
is believed that 850 jobs could  
be at risk if the deterioration  
of wet fish landings con-  
tinues.

The report comes to the  
conclusion that the following  
measures are necessary to  
safeguard the local and na-  
tional future of the industry:  
Securing exclusive rights in  
UK waters for the whole of  
the UK fleet, either within or  
outside the terms of the Com-  
mon Fisheries Policy.

Adopt proper conservation  
measures and more effective  
means of enforcing them.

It is also stated: "Because  
there are now very real  
reasons for concern about the  
fishing industry's future,  
there must also be concern for  
the future of Fleetwood itself."

It is, therefore, of the ut-  
most importance that those  
involved either with the  
negotiation of the future  
fisheries regime, or with the  
economic welfare of localities  
in the less prosperous regions  
of Great Britain, should be  
aware of the significance of  
the fishing industry to the  
Fleetwood community.

**MACKEREL: SIX-  
MILE ZONE BID**

AN ALL-OUT drive to stop industrial fishing of mackerel and to create a six-mile limit to exclude distant water fishing vessels are now both on the cards for the south-west this winter.

Mrs. Lawry, secretary of the Cornish Fish Producers' Organisation, spoke on Sunday about a meeting at the Ministry of Fisheries last week during which senior members of the fishing industry met top civil servants for the most important "protect the mackerel" conference yet.

Mrs. Lawry, whose husband George is a Newlyn fisherman, is invited to chair the London talks. She said: "Representatives of the industry from all round the UK met at the invitation of the Ministry and were presented with the facts of the mackerel situation. We were told that our combined estimates for catching mackerel very seriously topped the catch allocation which Brussels has set for 1977."

"We were given a proposed set of measures to check this and were asked for our opinions. Many of the minister's proposals are very sound, but they won't please everyone."

"We said what we could and could not accept, and made suggestions which they were now going to chew over. They want very much to reduce industrial fishing. If they could achieve this and see that all manners of fishing get a fair crack of the whip they will have done very well."

Mrs. Lawry said that in the immediate past there had been a great deal of intimidation, with big boats going among the hook and line fishermen.

One point forced home to the CPD was the creation of a three-mile belt into which distant water vessels could not go. This would be on top of the existing three-mile limit which at present excludes trawlers from inshore grounds.

Mrs. Lawry said: "The essential that there should be segregation of the big trawlers". There are 14 of these ships coming down and they have all been displaced from other parts of the world. They are going to follow the mackerel which is the 'healthy stock' left.

If the six-mile limit becomes a reality, politicians would have to be a government effort. It was too much to expect the ratepayers to finance the men were simply not going to put up with infringements such as had been experienced last winter.

**HERRING  
'COOK IN'**

THE Herring Industry Board continued its publicity campaign with a visit to Cheltenham last week. Audiences were overflowing on the final three days of the event. Seen discussing herring products at left to right: Gordon Blue presenter, Jane Nichols; Colin Kent, manager of a local branch of MacFarlane's; and Dr. W. J. Lyon Dean, chairman of the Herring Industry Board.

**Holiday trade holds up**

GRIMSBY trawler owners and fish merchants got a shot in the arm last week when trade, which normally flags immediately before a Bank Holiday, stood up really well.

Only the possibility of the early week strike being prolonged threatened to hit prices. Once it had been cleared up, there was brisk buying in all sections.

For the second week running the Boston Group did not have a solitary local trawler landing. With Consolidated Fisheries restricted to just one of its 140-footers in the distant water section, BUT again scored heavily from three Bear Island trips.

Biggest landing of the week came from *Ross Ramillies* (Skipper Ray Pepper) which got the ball rolling on Monday's iceless market with a turnout of 1,782 kits including over 1,500 of codcutlets and 200 of rockfish. Her 28-day trip raised £53,284.

However, *Vivaria* (Skipper Roy Kurz) picked up the week's top grossing of £58,908 when she landed an almost identical trip in make up after a 34-day outing. She turned out 1,815 kits the morning after her production was started.

*Northern Reward* (Skipper Wally Harris) completed BUT's fine run on the Thursday market with a grossing of £42,225 from 1,156 kits, while Consolidated's *Spurs* made £30,354 from only 848 kits on the same morning.

It is a long time since distant water landings have been reduced to a mere four vessels at Grimsby during a normal week but, with a cutback in Norwegian waters announced last Friday from September onwards, especially for cod, the situation seems likely to worsen rather than improve.

BUT repeated its distant water successes on the Westernies. With only three landings out of eight it picked up the three top placings.

*Ross Genet* (Skipper Glen Cunningham) headed this section all week on £24,039 from 1,278 kits after a 15-day trip. Again codcutlets from the middle waters were in short supply and *Ross Genet*, with over 120 kits, just got the edge over *Ross Leopard* (Skipper Paddy McCarthy). Her 12-day trip produced an impressive 1,289 kits to gross £22,113 on the weakest of the five markets.

Both vessels landed heavily on haddock and cod, as did third-placed *Ross 4440* (Skipper Magnus Garsen) with £2,470 from 882 kits.

It was not a week the H. L. Tolyer fleet will want to remember. Despite having a trawler landing each day, the family firm had to wait until last Friday for its top grossing of only £15,227 from 715 kits by *Nanao* (Skipper 'Sonny' Hughes) after 15 days.

In the North Sea Lindsey Trawlers' trio *Lofoten*, *Loveden* and *Lepanto* each disappointed after useful placings.

Nothing seems capable of stopping the Danbri agent's anchor sales. For the third time in three trips since being bought from Denmark she has headed her section — this time with £10,019 from 228 kits, of excellent North Sea cod.

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**Maritem's  
steel  
trawler**

THE YARD of Maritem Industries at Carriglos, Cobh, Co. Cork, has delivered the steel-hulled 58-tonner *Golden Dawn* to her skipper.

The craft is fitted out on a Dagh hull. She is powered by an 850 bhp British Pater diesel and has a cooled fish hold.

More details of *Golden Dawn*, built for Skipper Patrick O'Discoll of Capa Clear, Co. Cork, in *Fishing News* next week. She is seen (below) on trial.

There are 14 of these ships coming down and they have all been displaced from other parts of the world. They are going to follow the mackerel which is the 'healthy stock' left.

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**LORIENT'S 'JONES BANK' LANDS  
Fleetwood banking on  
the French**

FLEETWOOD'S efforts to bump up fish supplies began to pay off last week with the arrival of the Lorient stern trawler *Jones Bank*.

The French vessel came to the port from the western grounds with 658 kits, including 30 of hake, 300 of cod, 15 of haddock, 175 of coley

and 80 of blue ling, which grossed £19,740.

The catch sold extremely well considering it was landed on the Friday before the Bank Holiday — the wrong

day to bring high prices for most varieties.

One merchant told *Fishing News*: "It's a beautiful fish, lovely quality and there is a good mixture of varieties."

"I think it has sold reasonably well particularly in view of the fact that today (Friday) is traditionally a bad day for marketing fish."

"This is one of the days when the trade collapses because people are ready to go on holiday. In future I think they will get better prices than they got today — and the prices today are better than they have been all this week."

"The trip was well supported by merchants. It has been very good and we want more."

Dennis Bond, general manager of Boston Deep Sea Fisheries at Fleetwood which acted as the ship's agent, said the owner of *Jones Bank* had said he was satisfied with the return on the catch.

The vessel, or one of her sister-ships, would return in September.

*Jones Bank* had a brief stay in the port. On the day of her landing a new crew arrived from France and the vessel sailed on the evening tide.

There were also some good returns for local stern trawlers — notably the pair *Armona* and *Nacuna*, skippered by Tom Christy and John Burns. *Armona* landed 529 kits

(180 of cod, 90 of haddock and 180 of coley) for a grossing of £14,834. *Nacuna* had 754 kits (200 of cod, five of hake, 80 of haddock and 270 of coley) which sold for £19,370. The vessels were at sea 14 days.

It was again a week of mixed fortunes for vessels returning from Rockall, with prices varying from day to day. Top ship from this area was the stern trawler *Iruana* (Skipper Victor Dingle). She made £20,725 from 785 kits.

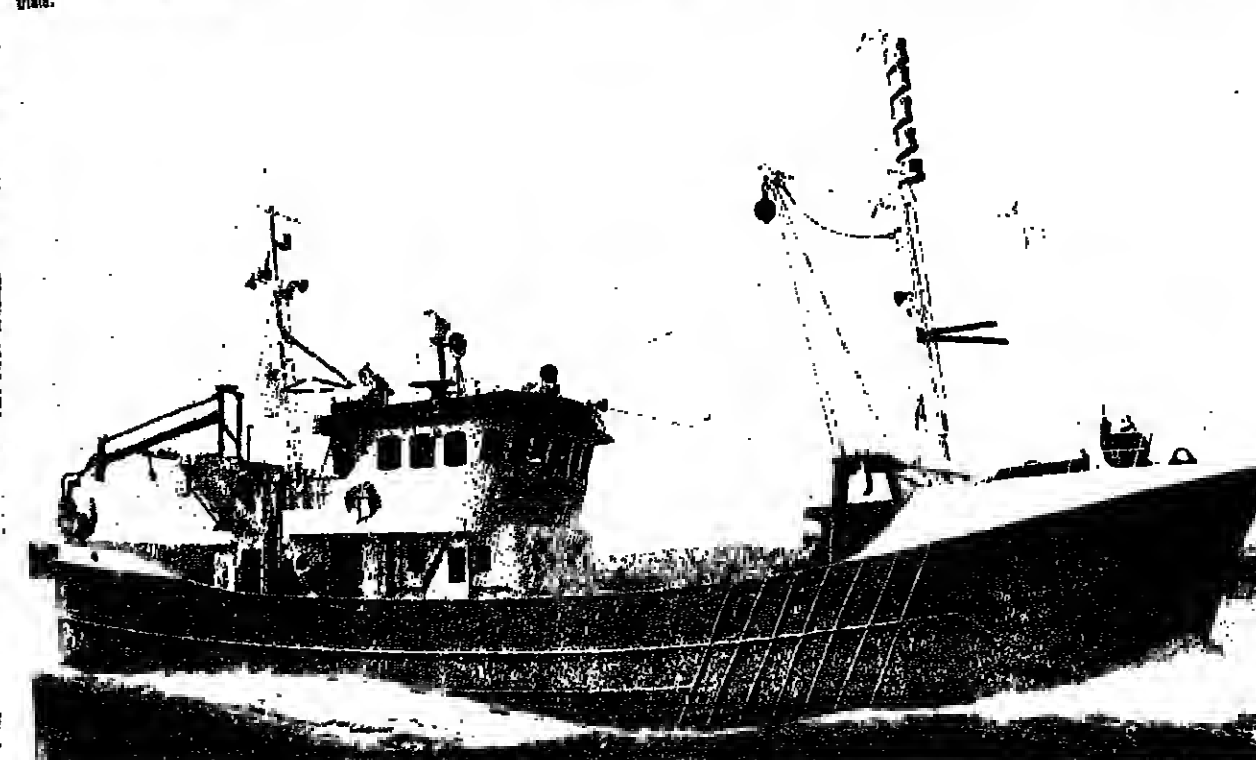
This compared with the £18,035 grossing of *Iruana's* sister-ship, *Gavina*, which returned from Rockall with more fish — 785 kits — but hit a much lower market.

**Prices**

There was also a disappointing grossing for the stern trawler *Jacinta* (Skipper Tony Backworth) which arrived back from Rockall with 664 kits to make only £14,198.

It was *Jones Bank's* fish which brought some of the top prices, with her cod selling for more than £40 to £50 a kit.

FRENCH fishermen have again been blockading a port. Fishermen at La Rochelle set up a blockade on Saturday in protest at a ban on commercial fishing within half-a-mile of the shore. The fishermen lifted the blockade, which had delayed a sailing rate, after an assurance on fishing rights.

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# 50

years ago

SEPTEMBER 3, 1927

JAMES MARTIN, the oldest and best known fisherman on the east coast, died aged 85. He had been associated with fishing for 70 years.

ROYAL Northern Lifeboat Institution set up a new lifeboat station at Kilronan, in the Aran Islands.

HARDSHIPS of a miner's life 'nothing to those of a fisherman' says son of coal exporter who signed on for a trip to Iceland as a deckhand.

FIVE men safe after being swept overboard Grimsby drifter *Atmosphere*. Skipper was caught by his coat collar and dragged back aboard.

DECKHAND jailed for 14 days after refusing to sail; he told the court there were only crusts to eat.

SKIPPER of inshore boat Loran drowns when she collides with a steamer leaving Guernsey.

## FAROESE 67-FOOTER

MARGRETHA, the first of two 67ft. stern trawlers building in France for Faroe Islands owners, has her net drum mounted forward of the wheelhouse.

Typically French in that her working dock is beneath the wheelhouse, *Margretha* has a beam of 20ft. and draft, almost 10ft.

She has been built by the Forgee Caloin yard at Etaples, France, and her slater-ship will have a Metal fish hold refrigeration system.

She is powered by a Baudouin main engine of 430 bhp driving a variable pitch propeller in a nozzle. A Perkins 40 hp auxiliary diesel is fitted.

The 67-footer, which is owned by P/R Berg Nolsoy, has a speed of 10.5 knots and a 50 cu.m. fish hold forward. Wheelhouse equipment includes Loran C, Decca with plotter, Simrad EQ 38 sounder, 'Sailor' R/T equipment and Furuno FRS 48 radar. She cost 2,200,000 French francs.

The second boat is for P/R Bakka, Leirvik, and delivery is due in December this year.

A NEW GROUP of companies set up in Aberdeen is putting forward ideas which could well have far reaching effects on the pattern of fishing, vessel management and ownership.

Plans have been made in association with the White Fish Authority, vessel designers and local skippers for a new type of multi-purpose fishing boat to be based at Aberdeen and further afield. It is expected that the announcement of initial orders will be made soon.

Known simply as the Spinningdale Companies, the consortium includes several firms involved in vessel management and ownership; marine, industrial and hydraulic maintenance; engineering and design; and general chandlery and associated equipment to inshore and offshore vessels.

Spinningdale Fishing Co. Ltd. is the parent company of the group, having taken a substantial shareholding about 18 months ago in Brucewood (Aberdeen) Ltd., the well-known trawler owners and managers.

To date Brucewood remains operative as a management company, but many of the developments will take place through the Spinningdale Group.

At present the Spin-

# SPINNINGDALE

## -a new force in fishing

ningdale Fishing Co. is directly and indirectly involved in more than a dozen vessels in Aberdeen, also boats based in Peterhead, Fraserburgh, Buckie, Eyemouth, Lowestoft and Cornwall.

Managing director of the Spinningdale Group is Raymond Simpson Smith, who comes from old-established Buckie fishing and boat owning families.

His father, James S. Smith, has just retired as managing director of Aberdeen shipbuilders John Lewis and Sons Ltd. His grandfather, the late Alex (Lettin) Smith, was one of the first fishermen to own

a steam drifter. Later in the 1930s, he was a pioneer in pair trawling for white fish from several English and Scottish ports. Ultimately he built up a fleet of three family vessels.

Raymond Smith told *Fishing News* that the concept of the Spinningdale Fishing Co. is geared around skippers and crewmen as shareholders and partners in joint ventures.

He would like to see, as company policy, skippers, mates, engineers and deck crew involved as shareholders in future investments in the fishing industry.

Raymond Smith said that

the emphasis in his group is to be on "youth at the top." Younger personnel will be involved in both the fishing and shore-based activities.

It is policy, he explained, to involve directors and associated personnel with the shareholding in the various group activities.

Two of the shore companies — Spinningdale Ships Stores (Aberdeen) Ltd. and Spinningdale Marine (Aberdeen) Ltd. — are aimed at reducing the increasing costs of mechanical maintenance, repairs, chandlery supply and associated equipment for all vessels in the group, and vessels which will be asso-

ciated with it in the future. It is anticipated that a shipbuilder concerned with a hydraulic system for a vessel will be able to provide a complete package for Scottish owners.

Sales director Angus C. McDonald, and technical director Charles McDonald, both formerly with C. F. Wilson and Co. (1932) Ltd., decided to go into business on their own account within the Spinningdale group when it became apparent that C. F. Wilson was firm also holds a wide range of well-known manufacturers of equipment.

In addition to the technical consultants which has already been called by a shipbuilder concerned with a hydraulic system for a vessel will be able to provide a complete package for Scottish owners.

supply a wide range of components needed for the running repairs, maintenance and renewal of hydraulic circuitry in all classes of fishing vessels.

The firm has just been appointed distributor in Scotland for Felrey Filtration.

Other distributorships include H.T.L.'s stainless steel high-accuracy pressure gauges covering a range up to 10,000 psi, and a well priced selection of glycerine-filled stainless steel gauges by L. G. International.

Another recently-acquired distributorship is for Keeler (KR) tube couplings, tube and valves.

The company is Scottish agent for Webster testing equipment which enables the flow, pressure and temperature in a hydraulic system to be checked simultaneously.

Also stocked is the popular U.C.C. range, including tank accessories, filter, elements and a new O ring kit covering 22 sizes in one box. The company sees this as a boon to fishing boat engineers repairing leaks in pumps, valves and fittings, etc.

This go-ahead company is offering an over-the-counter service for all of its stock items at newly-acquired premises on North Esplanade East, and a same day despatch service to any part of the UK.

## Potter and netter for north-east

NOW WORKING from Seaham Harbour, on the English north-east coast, is the latest GM32 glassfibre boat from Cornish boatbuilders Cygnus Marine.

Named *Margaret Ann Ashfield*, she is being operated from Seaham Harbour by former cobbler fisherman, John Taylor. The boat — the last to WFA grant and loan on Cygnus Marine's books because of a cash cutback — is a standard aft wheelhouse crabber, cod gill netter and salmon boat. She is now switching over to her nets and 300 pots after arriving at the tail end of the salmon season.

*Margaret Ann Ashfield* is powered by a Ford 108 bhp diesel and has a large hold forward served by a hatch. Her wheelhouse equipment includes a Depmer 131 echo sounder. Pots are lifted with the forward-mounted Autoline Model 800 capstan/line hauler supplied by North Sea Winches. A special console has been built so that the 32-footer can be handled from the potting position.

### Scratches

It is now two years since the vessel was put on a slipway and, at the time, the shipwrights had said: 'She didn't need anything.'

Small scratches on the gel coat of the hull's topsides, caused by knocks from other boats or quaysides, are 'negligible', said Mr. Jarman, and a local GRP firm had said that these are too small to be regarded as damage.

The GRP has proved very strong: no repairs were needed after the vessel was involved in two accidents.

On one occasion she ran into a drifting and unlighted wooden trawler at the entrance to Whitby harbour. Skipper Britton saw the vessel too late to do anything but throw the engine out of gear. *George Weatherill* was undamaged.

During last winter's season she was leaked at by

# BIGGEST GRP HULL

## CHEAP TO RUN

IT IS NOW almost four years since the 54ft. *George Weatherill* — the largest GRP fishing boat in the British fleet — began fishing from the North Yorkshire port of Whitby.

She was built to the order of businessman Mr. C. E. Jarman, who said he had a feeling that GRP is the right material for a fishing boat.

Skipper Ian Britton commends the vessel, which has spent most of her time trawling for white fish, but last winter she had a very successful few weeks on sprats.

The transom sterned vessel was designed by G. L. Watson and Co. with a beam of 18ft., and her GRP hull, deck, lockhouse and wheelback were moulded in Orkney by Halmatic (Scotland) Ltd.

She was the third hull in the 50ft. region to be moulded by Halmatic.

The first was fitted out as a pleasure craft and the second became the 50ft. *Harvest Gold*. She was completed earlier in 1973 for Skipper Robbie Watt of Lerwick.

In the early 1970s there was much talk of larger GRP vessels being built — even a 65-footer — but none of these materialised, and so at 54ft. *George Weatherill* remains the UK's largest GRP fishing vessel.

She is of traditional seiner-trawler layout, with the deckhouse aft, and was fitted out at the Middlesbrough yard of E. and L. B. Pinkney Marine. She is powered by a Kelvin 240 hp engine and is equipped with a Sutherland winch and AKA power block.

Recently, *Fishing News* asked both Mr. Jarman and Skipper Britton what they feel about the suitability of GRP as a construction material, now that they have had almost four years' experience with the vessel.

Mr. Jarman said that, without any doubt, he prefers GRP to wood and steel. He is absolutely convinced about the superiority of the material in terms of maintenance.

Once a year the boat is beached to be cleaned and repainted with antifouling below the waterline; the crew is able to do this themselves. Otherwise, the GRP needs no repainting.

Mr. Jarman said that, apart from beaching the vessel to inspect the anodes, he is quite happy to leave her in the water for a year at a time.



George Weatherill

larger wooden boat at low water in Scarborough harbour. When they refloated, the boats sprang apart and debris flew in all directions.

This was found to have all come from the wooden boat, which had to have several planks replaced.

Another advantage of GRP is that it is a good insulator. One fish buyer told *Fishing News* that the quality of the fish from *George Weatherill* is often better than that from other vessels.

Mr. Jarman said that some problems had presented themselves, but they were being overcome.

Links have developed around fastenings in the hull. These are fitting-out faults rather than the GRP itself.

More care should have been taken to ensure that all bolts passing through the hull

and deck were absolutely watertight, he said, because unlike wood the GRP does not tighten itself around fastenings.

The GRP has also been found to be too flexible in places where loads are applied, such as eye bolts on the front of the deckhouse. This has been rectified by fitting steel or GRP stiffeners.

Skipper Britton also feels that the hull is too flexible in stress-bearing areas such as around the trawl gallows.

However, he is delighted with the vessel's fishing ability and seakeeping qualities. He has sailed on all classes of vessel, from inshore to deep-sea, and finds *George Weatherill* the best sea boat of them all — even in the roughest of weather.

Her towing and carrying abilities are also excellent.

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## wesmar news



Pair trawler off the British Isles.

### FIRST TIME SUCCESS WITH WESMAR

During its first ever trip with a newly installed WESMAR scanning sonar, the 50-foot trawler CASTLE COVE met with immediate success.

The CASTLE COVE fishes out of North Shields, England, for prawns and sprat. Once the fishing grounds were



The WESMAR-equipped CASTLE COVE.

reached, the WESMAR scanning sonar immediately picked up schools of sprat 300 meters away. With the help of the sonar, the largest and densest school was chosen, for netting.

The ability of the WESMAR to distinguish various bottom conditions was particularly valuable in the difficult waters off North Shields. According to the crew, the WESMAR showed the hard bottom near the fishing grounds much more clearly than the vessel's Loran.

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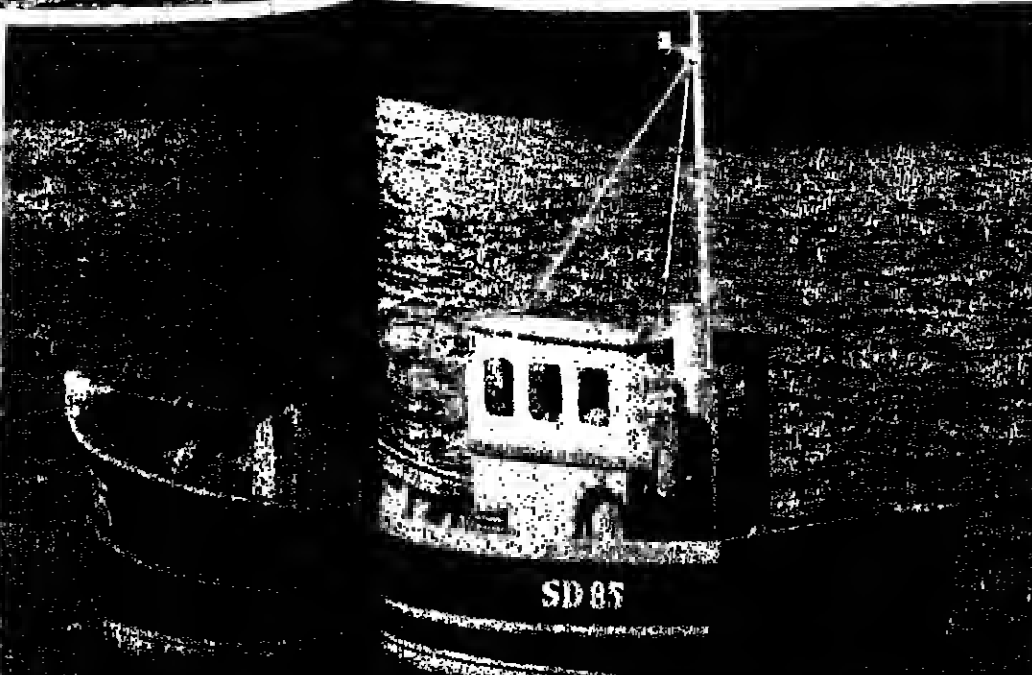


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Above: captain and control console aboard the 32-footer *Margaret Ann Ashfield* (right). She is based at Seaham Harbour.



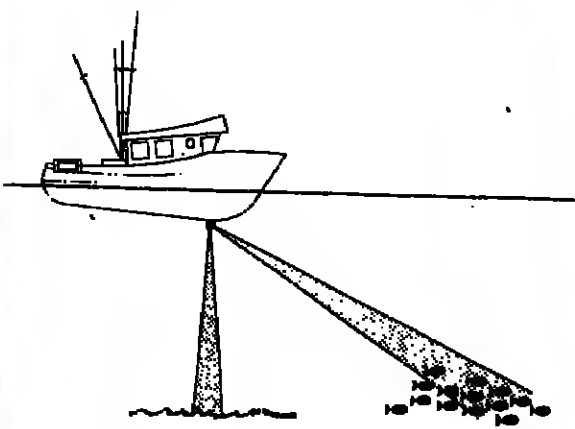
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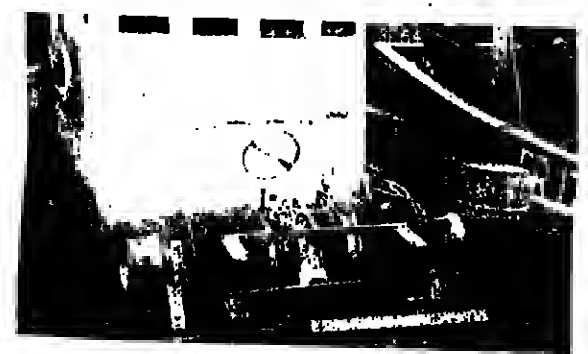
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## Catching mullet by skiff

"WE HAVE BOUGHT a double-ender, which used to be a Norwegian purse seine skiff, and was a fitting a wheelhouse in her. "Someone will take all the mullet we can send and so we are starting on mullet. "Any information would be helpful."

The species of mullet which you are most likely to catch is the thick-lipped mullet which, as you doubtless know, has a grey-green back and a white belly but in the water appears to be a silvery-grey.

It enters estuaries and rivers in spring and early summer, and returns to the sea when first frosts occur in autumn.

It feeds on small organisms found in weed; also by scraping mud bottom and extracting decomposing vegetable matter.

It grows to a weight of 4 or 5 kilos but you are seldom likely to catch any weighing much more than two kilos.

Grey mullet can be speared and caught with hand lines but in most places are only taken in commercial quantities with trammel, gill and beach seine nets.

In Hampshire and Dorset a hybrid gill-trammel net has been used with success. This type of net is between 100 and 350 metres long and consists of a gill net with the armoured on one side. It was customary to set it in a circle with the armoured on the outside and frighten fish into it by splashing with oars or poles in a small boat.

If there is not much weed about, you can take large quantities of mullet in trammel nets economically, and also tangle a few bass which fetch a much higher price.

You can set the trammels across creeks which run into estuaries and leave them down all night, but if you do so there may be a lot of jellyfish and rubbish as well as mullet in them when you haul.

Clearing trammels is a laborious and time-wasting business. It may be more profitable to set nets across creeks when the ebb tide starts to slacken about an hour and a half before low water, and to haul them before the flood starts to flow with any strength an hour or two after low water.

By doing this, you can sometimes increase your catch by securing fish into nets with a plover or passer — a cone made of wood or metal on the end of a pole which you plunge into the water while rowing a small boat towards the nets.

If there is much weed about and jellyfish are carried backwards and forwards by tidal streams, gill nets might be more profitable — 3 in. (76 mm) mesh nets when catches consist mostly of fish weighing about 2 lb. (1 kg) or 4 in. (102 mm) mesh nets when fish average about 4 lb. (2 kg).

You set these on a wooden frame or, as they are designed to fish close to the surface instead of on the bottom, you can let them drift against the tide instead of anchoring them.

An advantage of gill nets is that you can use them actively as well as passively. If you don't have a beach seine, you can use a gill net for

cruise slowly along the shore until you see mullet disturbing the water close in. You then can determine whether they are feeding and not changing position much, or are travelling up or downstream.

If the fish are feeding and are only being carried very slowly upstream by a flood tide, you land one man with the end of two or three nets joined together to seaward of them, row round the shoal in a semi-circle, then haul the nets into the beach.

If the fish are travelling up or down stream, you land one man well ahead of the shoal and then tow the nets against the current and round on to the beach, when the fish have reached a position where they can be encircled.

A notable feature is that instead of the inner half disc being mounted directly on the motor shaft, a separate hub is fitted to the shaft. This is additionally supported by an anti-friction bearing to relieve side loads. Both disc halves are bolted directly to the hub and so can be changed to halence wear on the faces without disturbing the shaft.

Since A. W. Smallwood Ltd. ceased to manufacture deck machinery in Bridlington, production of Hydrolines wheels as well as the capstans, winches, net drums, etc., which the company used to make, has been carried on by Colts Engineering Co. Ltd., Princes Way, Team Valley Estate, Gateshead, Tyne and Wear.

"They will be heavier and, as I shall be on my own, I want to fit a hauler that I can run off a 20 hp Lister. Which kind would be best for the job?"

From reports, a Smallwood 'Hydroline' automatic line wheel would probably suit you. Not only has the wheel been well proven on the North East coast and elsewhere but it also possesses the great merit — from a singlehander's point of view — that lines do not have to be manhandled; friction discs grip the lines firmly until they are thrown off automatically in loose coils on deck.

A Hydroline wheel consists of a pair of wear-resistant iron discs bolted together on a common hub. The hub is directly coupled to a high torque motor, both components being married to a common bearing plate. To assist clearance of rope a stripper plate is fitted between the units.

From the plate, rope is led through an adjustable gunmetal trough, the angle of which may be set to vary the direction in which rope is thrown. The stripper and thrower are reversible to

allow for alternative rope leads. A reversing control valve with three positions — Heave, Stop, Veer — fully protects the system in case of a stall.

A direct drive, variable displacement pump, which enables the wheel to be operated independently of engine speed, is employed. Maximum system pressure is 1,500 psi and normal operating pressure 1,000 psi. Loads of up to 1,000 lb. can be hauled at up to 300 ft/min, using one inch circumference pot line.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## John Burgess' Log



## Slick bait for shark

"I AM SHARK fishing at present and when the weather is favourable I work a seven-day week. "As I use up to six bags of pilchards a day for bait, I am finding it very difficult to obtain adequate supplies."

I have tried using mackerel but they are not as good as pilchards, for they are not as oily and do not break up so fine. Can you suggest any other alternative?"

I have known fishermen in Australia who used bullock's blood with some success for attracting sharks, when wind and wave conditions were such that it formed long slicks.

If you can get some from your local slaughterhouse, it might prove economical and rewarding.

## Small boat power unit

"WE ARE thinking of buying a small boat to carry out trials with the different types of creels we make."

However, the owner does not know who the manufacturer of the engine was and consequently where to get spares.

"He knows that it is about 12-15 hp and thinks it was made in Norway as it drives a variable pitch propeller. It also has the letters F.M. embossed on it."

Please send us the name and address of the manufacturer, if you know who it is. Letters F.M., I guess, stand for Frederikstad Mekaniske Verktøid AS, a firm which makes reliable, small diesel engines at Frederikstad in Norway.

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September 2, 1977

September 2, 1977

FISHING NEWS

11

# Big come-back for a retired skipper

SIXTY-NINE-year-old Anstruther skipper Jim Muir came out of retirement in a big way last week. Deputising for his brother, John, in the 101ft. long liner *Ocean Dawn*, Jim landed a £21,475 catch at Aberdeen.

This — the best performance by the boat this year — followed a 17-day trip to Faroe. The catch was handled by Associated Fisheries.

During his career Jim Muir established a reputation as one of Scotland's top line and herring fishermen. With his boat *Silver Chord* he won the Premier Herring Trophy in 1957.

While Jim Muir took over because his brother wanted a holiday, there is a little chance that he could be tempted back to fishing full time. "I can't see a future for anyone in buying about now," he told *Fishing News*. "Joining the Common Market was the greatest mistake since the Second World War."

A conversation in a Faroese port with fishing industry officials while he was picking up bait convinced him that the Faroese government is intent on protecting its fishermen. "And it's about time our government took the same attitude," said Jim.

Jim Muir didn't have long to celebrate his trip. He was away to see again this week in *Ocean Dawn*... this time deputising for the nets.



*Ocean Dawn* made her best performance this year landing a £21,475 catch at Aberdeen last week under a 69-year-old relief skipper.

## Oyster inquiry

IRISH Fisheries Minister, Brian Lenihan has announced a public inquiry into the Fenit oyster fishery in County Kerry.

This has been the scene of much trouble in recent years. It is indicated that the inquiry would be designed to consider the way in which the fishery could be given into local ownership.

## PLYMOUTH OIL 'ALERT'

A PLYMOUTH fishing boat caused a full-scale oil pollution alert last week — without doing anything illegal.

The scare began when the Shell oil tanker *Pollina* reported to Naval authorities that a fishing boat was discharging oil and water from her bilge in Plymouth Sound.

The Navy passed the buck to the civil authorities who carried out inspections of the foreshore — without finding

anything beyond everyday pollution.

The city and county councils in turn passed the buck to the Department of Trade and Industry's office in Plymouth to see if they were keen to prosecute.

However the men at the DTI put on a deflecting attitude. Three officers were asked what was happening. The first said the second was dealing with it.

The second said he had no knowledge of the matter. And

the third said: "I look forward to reading about it so that I'll know what's going on."

The DTI's London headquarters eventually turned up the appropriate statute. Under the Prevention of Oil Pollution Act, 1971, they said, any vessel under 80 tons is permitted to discharge bilge and lubricating oil under "a standing exemption". The weight of the "offending" fishing boat? Just 70 tons.

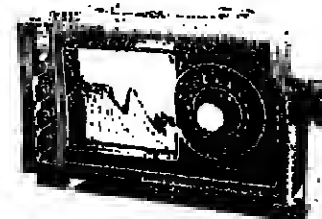
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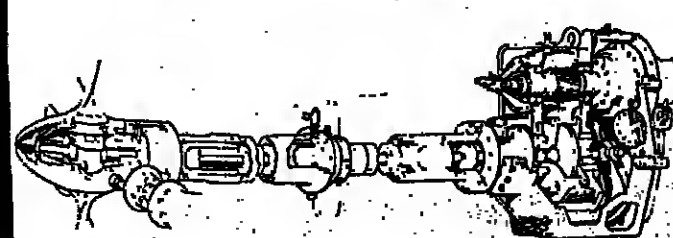
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